

THE DAILY DEMOCRAT,

HARNEY, HUGHES & CO.,
THIRD STREET,
East side, between Market and Jefferson streets.

SPECIAL ADVERTISING NOTICE.—All advertisements of Public Meetings, Masonic, Odd Fellows, etc., are charged five cents each insertion. Advertisements of the same kind, and twenty-five cents per line in the evening edition at half price.

MONDAY, OCTOBER 1, 1890.

The Weekly Democrat.

We have still on hand copies of Saturday's edition of the Weekly Democrat, containing the full history of the Louisville riots. Persons wishing them with or without envelopes, can be supplied at the rate of five cents per copy.

The Crisis.

Saving the Union is one of the patriotic objects that the opposition to the Democratic party have always been exercising themselves about. They have cried "Wolf, wolf," to get themselves employed to catch the animal, and thereby get the opportunity to clutch the spoils of office. Now if the recent organization in opposition to the Democratic party is not worth saving, our whole political country is weak and rotten. We had flattered ourselves that we were exempt from the curse of different classes and orders that prevail in other countries, and therefore exempt from the elements of disturbance and revolution. We had but one question of class, and that was the question of slavery. Slavery had found this hard enough to manage. It has often assumed a threatening aspect, and never more so than at present. By itself it is quite as much as the wisdom and moderation of this country can get along with it.

These new lights, if they are to be credited to all, reveal new dangers; other questions, involving classes of men in the same society with African Americans.

The African are a harmless and inoffensive race, but they have allies that are wealthy, able, and fanatical—famous allies in a servile war.

The other classes are of our own race, with all the talent, energy, and dynamism of the white blood. They are, of course, hell bent on mischief; either ignorant and violent murderers upon society, or the supple, ingenious tools of foreign despots.

Let any one survey the whole ground thus laid out, and ask himself what hope have we for the future. The majority of the people of the Union are perhaps incredulous about the whole story, and will shut their eyes, as their fathers did, to all the new revelations; but the representation we have made is industriously incohered by all the knaves in the country, and believed by all the fools; and it is perhaps not impossible to create the very picture we have drawn in all its hideous proportions. Proscribe men in classes, assume their hostility, and treat them as enemies to be suspected and distrusted, and you can make them what you assume them to be.

Our fathers claimed up the demon of bigotry of race and religion by constitutional fetters. They drew it how by a noble magnanimity; they ignored its existence. Their children followed their wise example until lately. Now a party is trying to unloose its fetters, to invoke its aid for the meanest and most mercenary purposes. What does the demagogue care for the deeds of this monster? The deeds of bloody Monday are only the reproduction, on a small scale, of what the demon of bigotry has done in every age and country, and what it will do again, whenever it is invoked.

The editor of the Louisville Journal has recently admitted that Col. Humphrey Marshall, member elect to Congress, was the author of that notorious article in favor of emancipation, published in the Journal in 1845 as an editorial. It is the first time the admission has been made, and it is not without Col. M.'s consent. It is worth while to consider the reason for letting out the authorship of this production just at this juncture. Col. Marshall is elected, and is independent of his constituents for two years at least.

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STILL LATER NEWS.

The news by the America confirms the accounts of the fall of the city of Sevastopol, brought out by the London Standard, and other extracts from which will be found below, and to which we have, as yet, but very few details to add.

VICE-ADMIRAL BRUNT telegraphed:—
CRIMEA, Sept. 10-11 P. M.

I inspected to-day Sevastopol and its lines of defense. The full extent of it can only be understood by an examination of the place itself. The multiplicity of works of defense, and the organization of the troops, exceed by far anything seen in the history of the war.

The capture of the Malakoff has placed in the hands of the Allies a large amount of material and munitions establishments—the importance of which it is not possible to state exactly. To-morrow the Allied troops will occupy the Karabelnia and the town, and under their protection an Anglo-French Commission will be occupied with making out a return of the material abandoned to us by the enemy. The exultation of our soldiers is very great.

SEPTEMBER 12.
The enemy has destroyed the remainder of his fleet. Nothing now remains aloft. The Allies are hastening preparations in case of an immediate attempt to reach Perekop or to unite with Liprardi.

LOSSES OF THE ALLIES.
The London Post says the English loss in the assault on the Redan was five to six hundred men killed, fourteen hundred wounded, including one hundred and forty-one officers. The number of the dead was not ascertained, but is probably short of 2,000.

The Paris correspondent of the London Times writes that the French loss in the assault on the Redan was five to six hundred men killed, fourteen hundred wounded, including one hundred and forty-one officers. The number of the dead was not ascertained, but is probably short of 2,000.

It is also affirmed that Generals McMahon and Frocher have died from the effect of their wounds, and that General Bosquet is either wounded or killed.

Princess Gortschakoff telegraphed:—
SEVASTOPOL, Sept. 9-8 P. M.

The garrison of Sevastopol after sustaining an intense bombardment, and after the capture of the Redan, has retired to the Malakoff tower, and is now holding out bravely.

The enemy received constantly reinforcements of fresh troops. The bombardment is fiercely violent.

TO OCELOK, P. M.
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SPECIAL NOTICES.

JOB PRINTING ESTABLISHMENT
OF THE
DAILY DEMOCRAT.
OFFICE ON THIRD STREET,
(BETWEEN MARKET AND JEFFERSON).

BOOK AND JOB PRINTING.
The Proprietors of the Democrat respectfully solicit those of their fellow-citizens, Merchants, and Steamboat owners who are in want of any kind of printing, to call on them at their office, or to send them a card, and leave their orders at the establishment, where they can have their work executed in a superior manner, and upon the most reasonable terms.

Webster & Brother, Daguerrotypists & Photographers.
GALLERY—472 Main Street. Specimens of their own production on exhibition at all hours during the day. All orders promptly executed. Terms, and prices, furnished when desired.

Fifteen Seconds.
In making Photographs of Landscapes and Children from ten to twenty seconds, and of landscapes from twenty-five to forty seconds. These desirable Photographs who cannot sit the ordinary time of a minute to two minutes without pain to the eyes, are enabled to give me a call.

Uncolored Photographs, 4 1/2 Daguerrotype size of 100. 250. 500. 1000. 2000. 4000. 8000. 16000. 32000. 64000. 128000. 256000. 512000. 1024000. 2048000. 4096000. 8192000. 16384000. 32768000. 65536000. 131072000. 262144000. 524288000. 1048576000. 2097152000. 4194304000. 8388608000. 16777216000. 33554432000. 67108864000. 134217728000. 268435456000. 536870912000. 1073741824000. 2147483648000. 4294967296000. 8589934592000. 17179869184000. 34359738368000. 68719476736000. 137438953472000. 274877906944000. 549755813888000. 1099511627776000. 2199023255552000. 4398046511104000. 8796093022208000. 17592186044416000. 35184372088832000. 70368744177664000. 140737488355328000. 281474976710656000. 562949953421312000. 1125899906842624000. 2251799813685248000. 4503599627370496000. 9007199254740992000. 18014398509481984000. 36028797018963968000. 72057594037927936000. 144115188075855872000. 288230376151711744000. 576460752303423488000. 1152921504606846976000. 2305843009213693952000. 4611686018427387904000. 9223372036854775808000. 18446744073709551616000. 36893488147419103232000. 73786976294838206464000. 147573952589676412928000. 295147905179352825856000. 590295810358705651712000. 1180591620717411303424000. 2361183241434822606848000. 4722366482869645213696000. 9444732965739290427392000. 18889465931478580854784000. 37778931862957161709568000. 75557863725914323419136000. 151115727451828646838272000. 302231454903657293676544000. 604462909807314587353088000. 1208925819614629174706176000. 2417851639229258349412352000. 4835703278458516698824704000. 9671406556917033397649408000. 19342813113834066795298816000. 38685626227668133590597632000. 77371252455336267181195264000. 154742504910672534362390528000. 309485009821345068724781056000. 618970019642690137449562112000. 1237940039285380274899124224000. 2475880078570760549798248448000. 4951760157141521099596496896000. 9903520314283042199192993792000. 19807040628566084398385987584000. 39614081257132168796771975168000. 79228162514264337593543950336000. 158456325028528675187087900672000. 316912650057057350374175801344000. 633825300114114700748351602688000. 1267650600228229401496703205376000. 2535301200456458802993406410752000. 5070602400912917605986812821504000. 10141204801825835211973625643008000. 20282409603651670423947251286016000. 40564819207303340847894502572032000. 81129638414606681695789005144064000. 162259276829213363391578010288128000. 324518553658426726783156020576256000. 649037107316853453566312041152512000. 1298074214633706907132624082305024000. 2596148429267413814265248164610048000. 5192296858534827628530496329220096000. 10384593717069655257060992658440192000. 20769187434139310514121985316880384000. 41538374868278621028243970633760768000. 83076749736557242056487941267521536000. 166153499473114484112975882535043072000. 332306998946228968225951765070086144000. 664613997892457936451903530140172288000. 1329227995784915872903807060280344576000. 2658455991569831745807614120560689152000. 5316911983139663491615228241121378304000. 10633823966279326983230456482242756608000. 21267647932558653966460912964485513216000. 42535295865117307932921825928971026432000. 85070591730234615865843651857942052864000. 170141183460469231731687303715884105728000. 340282366920938463463374607431768211456000. 680564733841876926926749214863536422912000. 1361129467683753853853498429727072845824000. 2722258935367507707706996859454145691648000. 5444517870735015415413993718908291383296000. 10889035741470030830827987437816582766592000. 21778071482940061661655974875633165533184000. 43556142965880123323311949751266331066368000. 87112285931760246646623899502532662132736000. 174224571863520493293247799005065324265472000. 348449143727040986586495598010130648530944000. 696898287454081973172991196020261297061888000. 1393796574908163946345982392040522594123776000. 2787593149816327892691964784081045188247552000. 5575186299632655785383929568162090376495104000. 11150372599265311570767859136324180752990208000. 2230074

TRANSPORT.

NEW ARRANGEMENT.
1955. Commencing Monday, July 18, 1955.
Little Miami Railroad,

VIA COLUMBUS.
FOUR DAILY EASTERN TRAINS AT 6 A.M., 9 A.M.,

The Little Miami route runs into the Depot of the Lake Shore road at Cleveland.

"The roads by this route are in very fine order," said heavy Tiron, "remarkably smooth, and comparatively free from dust." Being the shortest and most direct route from Cincinnati to the East, the time is so arranged that it is made with ease. Connections are certain and passenger service is full for meals.

All who make this route will be sure to turn by it, as this route makes the quickest time both to and from Cincinnati and all the eastern cities.

COLUMBUS in 3½ hours;
CLEVELAND in 5½ hours;
DUNKIRK in 14½ hours;
BUFFALO in 16 hours;
ALBANY in 26 hours;
NEW YORK in 30½ hours;
BOSTON in 35 hours;
CRESTLINE in 4 hours;
PITTSBURG in 14 hours;
PHILADELPHIA in 30½ hours;
WHEELING in 19 hours;

Wheeling Lightning Express leaves Cincinnati at 6 a. m. for Columbus, Cleveland, Denikir, Buffalo, Albany, New York, and Boston; Crestline, Puttsburg, Baltimore, Philadelphia, and New York; Zanesville, Wheeling, Baltimore, Washington, Philadelphia, and New York; and Newburg, Scrubenville, Sandusky, and Detroit; Genia, Yellow Springs, and Springfield; Wilmington, Circleville, and Lancaster.

Passengers by this train for Lake steamers have five hours and a half at Cleveland.

SECOND TRAIN.—Cleveland and Pittsburg Express

at Cleveland and Lancaster; Manchester and Chillicothe; Hishersburg.

Trains run by Columbus time, 7 minutes faster than Cincinnati.

cons for passengers at the principal hotels, for each
and every day, by leaving directions at either of the
above offices, will call for passengers in all parts of the
west, without fail.

1855. SUMMER ARRANGEMENT. 1855

FOR THE EAST!

VIA THE

Jacksonville and Ohio and Mississippi Railroads,

TO NEW YORK, BOSTON AND
Philadelphia via Dayton & Clyde to Cleveland
direct—making the same connections as are made by any
other lines out of Cincinnati.
No other line from Cincinnati makes quicker time or
more certain connections to the East, and none so quick
from the East by one and three-quarter hours.
Time out of the Cincinnati, Hamilton, and Dayton
lines of the same route by any other road is
longer than by the Cincinnati, Hamilton and Dayton
line. For three-fourths of the distance this road is

Passenger Cars are not detained half an hour at Crestline, having ample time for dinner, without unnecessary delay.

As few changes of Passenger Cars as by any other route.

Baggage checked through to Dunkirk, Buffalo, and Pittsburg.

Passengers by the 8 o'clock A. M. Train, Cincinnati, Hamilton & Dayton Railroad, breakfast at Cincinnati and dine the following day in New York, Philadelphia, Baltimore and Washington.

FIRST TRAIN.—Cleveland, Buffalo and Pittsburgh Express, at 4 o'clock A. M. for Dayton, Clyde, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; also connect for Portland, Philadelphia, Philadelphia, Baltimore and New York, arrives at Cleveland 4.45 A. M. **GIVING APLET TIME FOR DINING, SETTING OF SEATS, &c.** making close connection with Lake Shore Railroad to the Eastern Cities; arrives at Pittsburgh at 5 P. M., connecting with Fast Express Train East.

Second Train.—Cleveland and Pittsburgh Accommoda-

The traveling public are cautioned against the false statements made in the advertisements of the Little Miami Railroad Company. Among the most prominent of these may be named: that their line is the quickest to Cleveland, that it is the only company that has no change of cars to Cleveland, and that there are less changes of cars on the Pittsburg Express by one route than the other. Forbearance has been exercised for weeks, on the promise that these misrepresentation should be corrected; but they are still reiterated daily in hand-bills and newspapers, making the caution nec-

AGO
oad.
only

Louisville and Frankfort
AND LEXINGTON & FRANKFORT
RAILROADS.
Through Tickets to Cincinnati.
FARE \$4—GOOD FOR TWO DAYS.



Passengers by the 6 o'clock A. M. Train connect at Danford with stages for Saltsburg, Harrodsburg, and Louisville, and at Lexington with stages for Nicholasville, Danville, Lancaster, Stanford, and Crab Orchard and Winchester, Mt. Sterling, Uppsville, Richmond and Estill Springs.

Stage lines continue through to Estill Springs and Crab Orchard Springs same day.

Stages from all the above points arrive in Lexington.

EXPRESS NOTICE.

Change of Time.

A DAMS EXPRESS COMPANY
Office 545 Main street, Louisville.

On and after Tuesday, April 18, our Messenger and Express freight will leave Louisville for Frankfort and Lexington in the afternoon train. Returning, leave

SUMMER ARRANGEMENTS FOR
Indianapolis, Chicago, and Cincinnati.
On and after Monday, April 30th, trains will run as follows:
Leaves Jeffersonville (opposite Louisville) for Indianapolis and Chicago at 7:15 A. M., and 3:30 P. M.; for Cincinnati at 3:45 A. M., and 3:50 P. M.
These trains connect at Indianapolis and Cincinnati with all the trains for the North and East. Tickets may be had at the office 536 Main street.
APRIL 24th A. P. OSBORN, Sup't.
